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THE
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL. 3 NO. 23 ◆◆
DECEMBER 3 - DECEMBER 16, 1992



Photo by John Ryan

Retired Lumper Russel Pike keeps himself busy these days driving a cab. He worked for 34 years along the waterfront.

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LETTER FROM THE EDITOR

If there was ever a moment in time when no one could argue about the validity of safety rules and the need for safety equipment now is the time. As in many cases it takes a dramatic rescue at sea or sadly as in most recent times with the probable sinking of the F/V Atlantis to wake everyone up.

We have seen it time and time again. Safety equipment is chained down, signal equipment stored inside. They say it is because of the bad problems of people breaking into vessels at dockside. Who can blame you when you have the potential of losing expensive pieces of equipment. But there is no reason why safety checks are not performed just BEFORE you leave the harbor on your trip out. In fact, your crew should demand it! **UNLOCK YOUR LIFERAFTS AND MAKE SURE YOU POST YOUR WORKING AND TESTED EPIRBs OUTSIDE.**

Whether you will like it or not it will be required by law in the coming years to hold safety drills on a regular basis. Sadly though there will be many who could give a hoot! And that's a sad attitude to take.

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THE BARNACLE

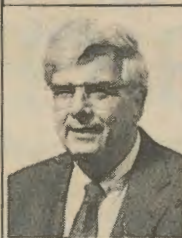
Front Photo BY John Ryan: Crewmembers of the F/V Dia-Mom-D prepare the gillnets for a trip out. They include Andy Vangel, Jim Morrow and Capt Tony Moniz under the watchful eye of owner Paul Dubois.

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New Cellular Tip Line Available For Fishermen

The U.S. Coast Guard now has instituted an emergency cellular telephone number as a new search and rescue communications medium.

The new program is similar to the land based 911 program. Called the "Star C-G" program, it was developed following the dramatic rescue of two Cape Elizabeth fishermen who used their cellular phone to call Coast Guardsmen.

Many cellular companies cooperated in launching the new program. They include Sterling Cellular in northern Maine, Cellular One of Boston and Cape Cod, MetroMobile of Long Island and Rhode Island and Cellular One in New York.

"Star C-G" (*CG) offers several advantages to fishermen and boaters. It is the alternative to marine VHF, usually using

a power source independent of the ship's batteries, which may be drained in an emergency. It also offers extra protection from busy traffic days on VHF channels 9 and 16 and distress frequencies when a weak-signal distress call may not be heard.

The Coast Guard does stress however that the main purpose of the system is to contact the Coast Guard in the event of an

emergency or law enforcement issues. You may use it to call the Coast Guard for official business cases such as to report a hazard to navigation, a boat being operated in a dangerous manner, discrepancies to aids to navigation, illegal fishing activity, etc. It would be inappropriate to call the Coast Guard on the system to find out what time high tide was.



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Letters To The Editor

Letter to the Editor:

It is with a heavy heart that I write this letter on behalf of the entire membership of the District #1, MEBA/NMU, AFL-CIO, Unlicensed Division.

We who are in the brotherhood of the sea, know what sorrow the families of the members of the crew of the F/V ATLANTIS are going through at this moment. Our members, not many years ago, suffered a similar loss when the M/V MARINE ELECTRIC went down off the coast of Virginia and many New England men who were on board lost their lives. Out of a crew of thirty only three survived.

We give to you our heart-felt sympathies and wish to console you in your grief.

Fraternally yours,
NMU Membership
Port of Boston

Letter to the Editor:

The facts of this case may be found in Mass House Bill 5128, The Sentinel 5 Nov. 92, The Falmouth Enterprise 17 July 92, Cape Cod Times 19, July 92, Offshore Magazine Nov. 92, The Barnacle 22 Oct 92, and from the office of Rep. Thomas Cahir, Room 446, Mass State House.

Letters to the editor have publicized a Mass boat tax bill H 5128 which can increase boat excise taxes from 250% to 1000% for which no specific service is to be gained. The Machiavellian process by which the bill came

into being is a threat to the concept that government should be "of-by and for" the people.

Correspondence with Mass Rep. Thomas S Cahir who filed H 5128 explains that he filed the bill only because the Mass Constitution (part 1, section 20, article 19) requires that he do so upon specific request of a voter. Representative Cahir states however, "As a coastal legislator I certainly would not support any effort to increase the boat excise tax."

Boatowners are already paying so many fees and taxes that many family boatowners and fishermen have given up boating. Most of the 1000 or so boats in Marion waters and probably most elsewhere afloat are used only occasionally and with the short seasons the cost per month is already exorbitant.

It now comes to light however from further investigation that H5128 was requested and promoted for filing by Ted Pratt, Selectman of Marion et al. and that the bill if passed would not only take excessive amounts of money out of every Mass boatowners pocket but would also seriously affect boat builders, boat yards, marinas, and bother fresh and salt water boaters anywhere in Mass at a time when boat registrations have dropped 22% because of tax and destroy philosophies which have caused a recession.

What should be of most serious concern to all citizens is whether their elected officials as in the H 5128 case, should on their own be permitted to instigate by devious routes what is nothing less than a confiscatory tax on any one segment of citizens. To do so is but to ignore and subvert the long established legal process of representation by a selectman board and town meeting to fairly represent all citizens. By what right did Tedd Pratt, Selectman of

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Marion without vote of the town request the filing of H5128 at the state level to the detriment of a substantial number of the town's citizens who pay his salary. If boats this time, is it lawn mowers and chain saws next time or any other item a citizen has bought and paid for. Is all we own a target of political greed?

It appears that self styled savers of the bay may be trying to fill their treasuries with excessive boat tax money and bleeding heart donation pleas using ill founded accusations about boat pollution to do so. In reality a sail boat produces no more pollution than a wind mill. Under power a boat's exhaust system leaves only the sea water it has taken in for engine cooling and a miniscule amount of carbon from the burned fuel. The exhaust is probably cleaner than that from the family car or a house chimney. The rain water from a boat's decks is already polluted with acid before it falls from the sky. Boatmen want clean air and water as much and probably more than any other group. That's why they go to sea. However they are not responsible for the runoff and pollution deposits that find there way into Buzzards Bay from sewers, businesses and other establishments ashore. Nor should they be and all

that is needed is to follow the wake of the vessels to find out.

For those who believe in fair representative government and want to keep it so, there are two steps to take.

- 1) Notify your state representative that you oppose the adoption of H5128 because it is unfair and unwarranted.
- 2) Adopt the slogan of "clean out the barn" by removing from office or representation those who by tricky tactics and political ego deprive us of the sincere representation that is ethical, honest and unbiased. H5128 is an example of the pratfalls we have had enough of.

Bob Gardner,
Marion

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

Break-ins At The Piers

There has been a lot of break-ins of fishing boats at all the piers in New Bedford. You need better police protection along the docks.

Perhaps more policemen riding or better yet, walking on the docks during the dark hours of the night would help.

If a few thieves were caught, locked up and taken to court, it would help.

It's not going to happen unless you call the Police, show them the damage where the boat was broken into. Make a report with a list of what has been stolen. What is new stuff going to cost you? Put it down.

You should go to the Police Station to make the report and get a copy to be given to the Harbor Development Commission.

If the Chief of Police, Mr. benoit gets some reports than we can ask him for Police on the docks. No reports - No Police!

That's the way it works. That's the only way it will work.

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Fisherman Awarded Coast Guard Document

Timothy F. O'Sullivan of New Bedford been awarded a U. S. Coast Guard Able Seaman / Lifeboatman document. The ratings authorize O'Sullivan to perform the duties of a crewman on vessels of unlimited tonnage and to take charge of a lifeboat.

To earn the ratings, O'Sullivan was required to pass a half-day examination by the Coast Guard in Boston. He prepared for the test by completing a Houston Marine exam-prep course at Northeast Maritime in New Bedford.

Mr. O'Sullivan is a native of Ireland. He has been employed for the past two years as a commercial fisherman out of New Bedford and Fairhaven. He served on board the fishing vessels Luzitano, Canton and Fearless.



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Coast Guard Reports

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October 18, 1992/ 10:34 AM

A Coast Guard Aircraft on patrol received a distress call on channel 16 from the New York based lobster boat F/V Carol Ann. The vessel was 90 miles south of Martha's Vineyard and was disabled and adrift. A Coast Guard cutter was diverted to assist while a second plane was launched to act as a communication relay platform due to the weak transmission capabilities of the fishing vessel. The cutter Point Wells arrived on the scene and towed the vessel back to Montauk, New York.

October 18, 1992/ 8:05 AM

Coast Guard received a call from the F/V Act II 23 miles east of Nantucket Island regarding a crewman complaining of severe stomach pains and was vomiting blood. The Coast Guard flight surgeon was briefed and it was recommended that the patient be taken by a Coast Guard vessel to medical facilities on land. While checking on the patient's status at Falmouth Hospital, Coast Guard Station Woods Hole was informed

that the patient would not wait for a position, became obnoxious to the hospital staff and left without being treated.

October 19, 1992/ 9:52 PM

The Coast Guard was informed that the F/V Andrea Jean had a 35 year old male crewmember onboard who was diabetic and was suffering from some type of related medical problem. He was very confused and disoriented, light headed and sleepy. He had taken his regular dosage of insulin earlier in the evening and the crew gave him orange juice, but it was not helping. The flight surgeon was briefed and after obtaining the information he required it was determined that as long as the patient's condition did not deteriorate that it was not life threatening and did not require a helicopter. He did recommend that the man be taken off by utility vessel at the earliest opportunity. Sea condition's were such that the vessel had to transit closer to shore in order to make the transfer. The man was taken to a nearby hospital for treatment.

October 20, 1992/ 6:05 PM

The F/V Humbak called from 25 miles east/southeast of Nantucket reporting that a 40 year old crewman had fallen into a fish hold and possibly broken his left leg. The patient was in some pain, but all vital signs were normal. The doctor was briefed and it was decided that as long as the man was resting comfortably, to have the vessel continue into Brandt Point without transferring him to a utility vessel. The fishing vessel moored safely at Brandt Point and the man was taken to a nearby hospital for treatment.

October 21, 1992/ 6:55 PM

Coast Guard Operation Center received a 121.5 EPIRB alert coming from the vicinity 25 miles east of Chatham. A Coast Guard aircraft was diverted to attempt to locate the signal source. Meanwhile an urgent marine broadcast was issued. The aircraft overflew several scallopers in the area and found the signal aboard the F/V Moby Dick. The EPIRB was secured and determined to be

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October 22, 1992/ 7:15pm

The Coast Guard Operations Center received a 243 Mhz signal coming from 125 miles east of Nantucket. A Coast Guard aircraft flying in the area located and secured the signal which was coming from the Fairhaven based scalloper, F/V Rianda. The source of the signal was found to be an improperly stowed EPIRB.

October 26, 1992/ 6:12 AM

The F/V Orion, a 92' western rig from Gloucester called for

assistance 46 miles east of Chatham when it began taking on water. The vessel's pumps were not able to stabilize the flooding which appeared to be entering through the shaft stuffing tube. The Coast Guard airstation launched two aircraft to deliver pumps while a cutter was diverted to assist. The vessel was able to control the flooding and proceed under her own power to its home port.

October 27, 1992/ 3:37 PM

Coast Guard Station Woods Hole received a call from the F/V Sagres that they were taking on water 17 miles east of Nantucket and the ship

board pumps were not operating. A Coast Guard aircraft was diverted to deliver a pump while a cutter was sent to the scene. The vessel was then escorted to New Bedford Harbor.

October 28, 1992/ 4:07 PM

The F/V Theresa Maria called for medical assistance 17 miles east of Chatham regarding a 25 year old crewman with a severe cut on his thumb. The vessel then rendezvoused with a Chatham Coast Guard vessel. The patient was brought ashore for treatment at a local hospital.



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SCALLOP LANDINGS



Monday, November 16, 1992	<i>Atlantic Gem (inventory)</i>	9,000 lbs Channel 12 vessels in port	5.00	Eastern Fisheries
Hawk Michele & Nancy Mary Ann	Barnacle Bill Courageous Resolute	Act II Guidance Majestic	Endurance Act II Sandra Jane	
Tuesday, November 17, 1992	<i>Atlantic Gem (inventory)</i>	9,500 lbs Channel	4.75	Eastern Fisheries
	<i>Bergies (inventory)</i>	8,400 lbs Channel 4 vessels in port	4.75	Eastern Fisheries
Perserverance	Seafarer	Tropico	Lady Cheryl	
Wednesday, November 18, 1992	<i>Bergies (inventory)</i>	5,200 lbs Channel	4.75	Bergies Seafood
	<i>Atlantic Gem (inventory)</i>	5,500 lbs Channel 6 vessels in port	4.70	Eastern Fisheries
Leader Columbia	Canton Oceanic	Warrior Jillian		
Thursday, November 19, 1992	<i>F/V Capt Lou Marlees (inventory)</i>	4,000 lbs Channel 8,800 lbs Channel 5 vessels in port	4.50 4.35	Parisi Seafood Met Fisheries
Patience	Frontier	Settler	Paul Michelle	Diligence
Friday, November 20, 1992	<i>F/V Harvester</i>	4,000 lbs Channel 7 vessels in port	4.60	Eastern Fisheries
Linda Ocean Gem	Harvester Jupiter	Frank Marie Yankee Pride	Kathy Marie	



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Monday, November 23, 1992	Atlantic Gem (inventory) Marlees (inventory) 19 vessels in port	7,900 lbs Channel 7,500 lbs Channel	4.60 Bergies Seafoods No Sale
Hunter Viking Mariner Man O War	Janice Julie Bernice C Kris Amy Elizabeth Niki	Rianda Edgartown Bountiful Odyssey	Integrity Alpha Omega Concordia Chief
			Contender Act IV Endeavor
Tuesday, November 24, 1992	No Vessels At Auction Mathew J	2 vessels in port	
Hustler			
Wednesday, November 25, 1992	No Vessels At Auction	7 vessels in port	
Zeus Liberty	Dolphin Acores	Resolute Act II	Massachusetts
Thursday, November 27, 1992	No Auction Thanksgiving Holiday		
Friday, November 28, 1992	No Vessels At Auction	11 vessels in port	
Rainbow Independence Santa Marie	Northern Edge Courageous Sonia Nancy	Texas Tradition Nordic Pride	Commordore Vega

* The listing of vessels under dates where no scallopers at auction appears does not necessarily imply that the listed scallopers landed that day. The vessels were simply observed to be in port within that date period. The list of vessels should also not be considered to be a complete list of vessels in port.



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SUMMARY

Scallop Management Plan Proposal and Port of New Bedford Recommendations

Prepared by John K. Bullard, November 4, 1992

PREFERRED ALTERNATIVE

- I. MORATORIUM (pages 13 - 16)
 - A. March 2, 1989 Cutoff date
 - B. Three classes
 - 1. Full-time (historical average over 150 days)
 - 2. Part-time (between 37 - 150 days)
 - 3. Occasional (under 37 days)
 - C. Fishing power limit 10% increase in horsepower
 - D. Transferability - yes, but no ownership over 5%
- II. FISHING EFFORT CONTROLS (pages 16 - 20)
 - A. Year 1
 - 1. Full-time: 201 - 205 days
 - 2. Part-time: 91 - 92 days
 - 3. Occasional: 18 - 19 days
 - B. Year 2 & 3
 - 1. Full-time: 170-183 days
 - 2. Part-time: 77 - 83 days
 - 3. Occasional: 16 - 17 days
 - C. Year 3 Review and possible adjustment for years 4 - 7
- III. ADDITIONAL MEASURES (pages 21 - 23)
 - A. Technology
 - 1. Maximum crewsize of 9, including captain
 - 2. Maximum dredge width of 30 feet, or 144' trawl
 - 3. Maximum increase in horsepower of 10%
 - 4. No shucking or sorting machines
 - 5. No at-sea transfer
 - B. Minimum shell height remains 3 1/2"
 - C. Landing windows remain
 - D. Gear Restrictions
 - 1. No chafing gear, cookies, etc. on top of dredge
 - 2. Minimum 5 1/2" twine top
 - 3. Minimum 3 1/4" rings in years 1 & 2
 - 4. Minimum 3 1/2" rings from year 3 on
 - E. Groundfish By-Catch
 - 1. Not included under groundfish moratorium: zero
 - 2. Included and under 61 GRT: 500 pounds per trip
 - 3. Included and over 61 GRT: 1000 pounds per trip
 - F. Continuation of the Meat Count
 - G. Permits for Captains Required
- IV. DATA COLLECTION AND MONITORING (pages 23 - 25)
 - A. Permits for Dealers Required
 - B. Mandatory Reporting
 - C. Monitoring of Days-at-Sea by either
 - 1. Vessel transponders, or
 - 2. Call -in, sign-in and authorized ports
- V. PENALTY SCHEDULE (page 25)
 - A. Permit Sanctions from 1 month to permanent
 - B. Fines up to \$100,000 maximum
 - C. Maximum penalty for certain first-time violations
 - D. Severe Penalties for Non-reporting

NON-PREFERRED ALTERNATIVES

- I. NO ACTION
- II. TRIP LIMIT AND LAYOVER DAYS (pages 26 - 31)
 - A. Other Rules the Same
 - B. Layover of 6 Days Required
 - C. Trip Limits Based on Recruitment and target Mortality
 - 1. Year 1 Not restrictive
 - 2. Year 2 4,500 7,500 for full-time
1,000 - 1,700 for part-time
- III. DAYS-AT-SEA WITH 22 GROUPS (pages 32-36)
 - A. Other Rules the Same
 - B. 22 Groups instead of 3
 - 1. Year 1 range of days is 14 - 239
 - 2. Year 2 range of days is 12-201
- IV. DAYS-AT-SEA BASED TRIP LIMIT/LAYOVER (pages 37 - 41)
 - A. Other Rules the Same
 - B. Trip Limit of 10,000 pounds
 - C. Full-Time Vessels (more than 150 days fished)
 - 1. Year 1 Layover: 1-2 days
 - 2. Years 2 & 3 Layover: 5-7 days
 - D. Part-Time Vessels
 - 1. Year 1 Layover: 6-7 days
 - 2. Years 2 & 3 Layover: 10 -15 days
 - 3. Considerably less if 6 month season

NEW BEDFORD RECOMMENDATIONS

- I. SUPPORT THE PREFERRED ALTERNATIVE
- II. OPPOSE THE CONTINUATION OF MEAT COUNT
 - A. Removal of chafing gear, etc. make it unnecessary
- III. SUPPORT THE CHOICE OF TRANSPONDERS OR CALL-IN SYSTEM TO MONITOR DAYS-AT-SEA
- IV. SUPPORTS 1/2" TWINE TOP BUT CONCERNED ABOUT HOW IT WILL BE ENFORCED.
 - A. One improperly repaired mesh shouldn't be a violation
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 - B. Horsepower may not be increased more than 20%
 - C. One upgrade allowed during plan period.
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- A. No longer needed because of:
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 - 2. Monitoring of days-at-sea.
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Port of New Bedford Position Groundfish Management Plan

*As supported by the New Bedford Seafood Co-Op and Offshore Mariners Association
November 5, 1992*

I. WE SUPPORT THE ALTERNATIVE MANAGEMENT PLAN (3 AREAS, 3 OPERABLE MEASURES) WITH THE FOLLOWING CHANGES OR CONDITIONS:

II. NO MORATORIUM

- A. It is not needed for the plan to be effective.

III. SUBSTITUTE A LAYOVER DAY REQUIREMENT FOR THE TIE-UP PERIOD OF THE PLAN.

- A. Make it equivalent to the two month de-up period as far as effort reduction for the first year.
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- B. Concurrence, not just consultation, by the NEFMC.
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- D. Mesh size increases not greater than 1/4" in 2 years.
- E. Quota reductions not greater than 10% per year.

V. WE SUPPORT THE 3 AREAS AS DEFINED HISTORICALLY FOR SCIENTIFIC RECORDING PURPOSES.

- A. We oppose moving any of the lines.
- B. i.e. Georges Bank = ICNAF blocks #521-526

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- A. It is essential to the plan's effectiveness.
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- A. They are not required with the limit on days and quota and the increase in mesh size.

SUMMARY

Scallop Management Plan Proposal and Port of New Bedford Recommendations

Prepared by John K. Bullard, November 4, 1992

PREFERRED ALTERNATIVE

- I. MORATORIUM (pages 13 - 16)
 - A. *March 2, 1989 Cutoff date*
 - B. *Three classes*
 - 1. Full-time (historical average over 150 days)
 - 2. Part-time (between 37 - 150 days)
 - 3. Occasional (under 37 days)
 - C. *Fishing power limit 10% increase in horsepower*
 - D. *Transferability - yes, but no ownership over 5%*
- II. FISHING EFFORT CONTROLS (pages 16 - 20)
 - A. *Year 1*
 - 1. Full-time: 201 - 205 days
 - 2. Part-time: 91 - 92 days
 - 3. Occasional: 18 - 19 days
 - B. *Year 2 & 3*
 - 1. Full-time: 170-183 days
 - 2. Part-time: 77 - 83 days
 - 3. Occasional: 16 - 17 days
 - C. *Year 3 Review and possible adjustment for years 4 - 7*
- III. ADDITIONAL MEASURES (pages 21 - 23)
 - A. *Technology*
 - 1. Maximum crewsize of 9, including captain
 - 2. Maximum dredge width of 30 feet, or 144' trawl
 - 3. Maximum increase in horsepower of 10%
 - 4. No shucking or sorting machines
 - 5. No at-sea transfer
 - B. *Minimum shell height remains 3 1/2"*
 - C. *Landing windows remain*
 - D. *Gear Restrictions*
 - 1. No chafing gear, cookies, etc. on top of dredge
 - 2. Minimum 51/2" twine top
 - 3. Minimum 31/4" rings in years 1 & 2
 - 4. Minimum 31/2" rings from year 3 on
 - E. *Groundfish By-Catch*
 - 1. Not included under groundfish moratorium: zero
 - 2. Included and under 61 GRT: 500 pounds per trip
 - 3. Included and over 61 GRT: 1000 pounds per trip
 - F. *Continuation of the Meat Count*
 - G. *Permits for Captains Required*
- IV. DATA COLLECTION AND MONITORING (pages 23 - 25)
 - A. *Permits for Dealers Required*
 - B. *Mandatory Reporting*
 - C. *Monitoring of Days-at-Sea by either*
 - 1. Vessel transponders, or
 - 2. Call -in, sign-in and authorized ports
- V. PENALTY SCHEDULE (page 25)
 - A. *Permit Sanctions from 1 month to permanent*
 - B. *Fines up to \$100,000 maximum*
 - C. *Maximum penalty for certain first-time violations*
 - D. *Severe Penalties for Non-reporting*

NON-PREFERRED ALTERNATIVES

- I. NO ACTION
- II. TRIP LIMIT AND LAYOVER DAYS (pages 26 - 31)
 - A. *Other Rules the Same*
 - B. *Layover of 6 Days Required*
 - C. *Trip Limits Based on Recruitment and target Mortality*
 - 1. Year 1 Not restrictive
 - 2. Year 2 4,500 7,500 for full-time
1,000 - 1,700 for part-time
- III. DAYS-AT-SEA WITH 22 GROUPS (pages 32-36)
 - A. *Other Rules the Same*
 - B. *22 Groups instead of 3*
 - 1. Year 1 range of days is 14 - 239
 - 2. Year 2 range of days is 12-201
- IV. DAYS-AT-SEA BASED TRIP LIMIT/LAYOVER (pages 37 - 41)
 - A. *Other Rules the Same*
 - B. *Trip Limit of 10,000 pounds*
 - C. *Full-Time Vessels (more than 150 days fished)*
 - 1. Year 1 Layover: 1-2 days
 - 2. Years 2 & 3 Layover: 5-7 days
 - D. *Part-Time Vessels*
 - 1. Year 1 Layover: 6-7 days
 - 2. Years 2 & 3 Layover: 10 -15 days
 - 3. Considerably less if 6 month season

NEW BEDFORD RECOMMENDATIONS

- I. SUPPORT THE PREFERRED ALTERNATIVE
- II. OPPOSE THE CONTINUATION OF MEAT COUNT
 - A. *Removal of chafing gear, etc. make it unnecessary*
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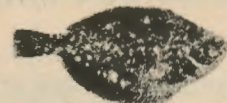
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DRAGGER LANDINGS



Capt Cruz 8,000/ Mayflower 21,600/ Shannon III 30,700/ Libby II 7,200/ Ruthie B 13,800/ Triunfo 16,700/ Rams 20,000/ Fisherman 21,600/ Atlantic Star 17,200/ Narragansett 22,500/ Foz Mondego 14,000/ Sunshine 22,100

TOTAL 215,400 lbs

November 16, 1992
Monday

131,000 lbs
10,000 lbs
15,000 lbs
6,000 lbs
46,000 lbs

Cod Whale .95/Large .90-.95 / Markets .70-1.10/ Scrods .75-1.00
Georges Lemonsole 1.75/ Large BB & Small Blackbacks 1.60-1.75/ PW 1.40
Channel Flounder Large 1.60/ Small Blackbacks 1.60 / PW .60-1.40
SandDabs .30-.60
Yellowtail 100-120 count 1.15-1.25 / 160-180 count .65-.85

Virginia Sands 22,900/ Marlu 14,300/ Alentejo 16,700

TOTAL 53,900 lbs

November 17, 1992
Tuesday

18,000 lbs
4,000 lbs
4,000 lbs
3,000 lbs
25,000 lbs

Cod Large .70/ Markets 1.00/ Scrods .70
Georges Flounder Lemonsole, Large & Small Blackbacks 1.90 / PW .60
Channel Flounder Large 2.00 / Small 1.60-2.00/ PW 1.00-1.30
SandDabs .40-.60
Yellowtail 100-120 count 1.30 / 160-180 count .75

Sao Marcos 21,400/ Neves 16,000/ Sao Jacinto 13,700/ Blue Seas II 17,700/ Setubal 19,500

TOTAL 88,300 lbs

November 18, 1992
Wednesday

41,000 lbs
11,000 lbs
1,500 lbs
4,000 lbs
30,000 lbs

Cod Large & Markets 1.20 / Scrods .60-.70
Channel Large BB 1.60-1.80/ Small Blackbacks 1.40-1.75/ PW 1.00-1.75
Dabs Large & Small 1.20/ PW .60
SandDabs .50-.65
Yellowtail 100-120 count 1.30-1.55 / 160-180 count .66-.80

United States 21,200/ My Way 25,500/ Cowboy 30,900/ Lady Laura 15,000/ Shan Nancy 15,100/ Bonansa 17,500

TOTAL 125,200 lbs

November 19, 1992
Thursday

73,000 lbs
18,000 lbs
5,000 lbs
3,000 lbs
1,000 lbs
9,000 lbs
35,000 lbs

Cod Whale 1.00/ Large .80-1.00 / Markets .88-1.00 / Scrods .70-.75
Georges Lemonsole 1.80/Large BB 1.70/ Small BB 1.50-1.55/ PW 1.00-1.10
Channel Large BB 1.20-1.50/ Small BB 1.20-1.40/ PW 1.00
Dabs Large 1.10/ Small .80/ PW .70
Greysole Large 1.50/ Small 1.20/ PW 1.00
Sand Dabs .40-.50
Yellowtail 100-120 count 1.20-1.40 / 160-180 count .88-.90

Galicia I 21,000/ Shelagh K 26,000/ Iberia II 61,000/ Sea Breeze 23,100/ Ocean Obsession 12,500

TOTAL 143,600 lbs

November 20, 1992
Friday

108,000 lbs
6,000 lbs
3,000 lbs
12,000 lbs
18,000 lbs

Cod Large .65-.80/ Markets .65-.95/ Scrods .55-.60
Georges Large BB & Small BB 1.60-2.00/ PW .60
Channel Large BB 1.65/ Small BB 1.60 / PW 1.25
Sand Dabs .20-.60
Yellowtail 100-120 count .60-.90 / 160-180 count .65-.90

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Vila Ihavo 20,500/ Seel 26,000/ Humbac 31,500/ Maureen S 20,300/ Voyager 19,500/ Elizabeth 12,500/ Sea Siren 22,600/ Nauset 14,000/ Dave's Seafood 18,300/ Santo Antonio 28,300

TOTAL 213,500 lbs
 154,000 lbs
 4,000 lbs
 6,000 lbs
 45,000 lbs
 38,000 lbs

November 23, 1992
Monday

Cod Large .50-.60/ Markets .50-.52 / Scrod .40-.50
 Georges Flounder Lemonsole .80/ Large .60-1.00/ Small BB .60-.80/ PW .40-.60
 Channel Flounder Large .50-.80/ Small .40-.60/ PW .30-.40
 Sand Dabs .20-.27
 Yellowtail 100-120 count .65-.90/ 170-180 count .55-.70

Linda & Ilda 30,000/ Isabel S 34,300/ Caravelle 21,600/ Santo Queen 20,500/ Valkyrie 30,100/ Imigrante 21,500/ Lisbon 16,600/ Praia Torreia 27,900/ Sunflower 14,100

TOTAL 216,600 lbs
 145,000 lbs
 3,000 lbs
 33,000 lbs
 23,000 lbs
 13,000 lbs

November 24, 1992
Tuesday

Cod Whale .80/ Large .70-.80/ Markets .65-.80 / Scrod .45-.50
 Georges Flounder Large 1.00/ Small BB .80/ PW .40
 Channel Flounder Large .60-1.20/ Small BB .50-1.00/ PW .40-1.00
 Sand Dabs .45-.70
 Yellowtail 100-120 count .78 / 170-180 count .68

Sharon Marie 25,700/ Sancor 28,700/ Costa Corvo 26,600/ Niagara Falls 17,200/ Sagres 11,000

TOTAL 109,200 lbs
 73,000 lbs
 5,000 lbs
 14,000 lbs
 15,000 lbs
 400 lbs

November 25, 1992
Wednesday

Cod Large .75-1.05/ Markets .76-1.05/ Scrod .75-.80
 Georges Flounder Large 1.00-1.30/ Small .80-1.15 / PW .40-1.00
 Channel Flounder Large 1.00-1.10 / Small .80-1.00 / PW .40-.80
 Sand Dabs .48-1.00
 Yellowtail 160-180 count .80

No Auction Held - Thanksgiving Holiday

November 26, 1992
Thursday

Ruthie B 6,000/ Lucimar 19,000/ Capt Mano 13,600/ Shannon III 15,800/ T. Luis 15,000/ Fisherman 19,900/ Lady of Grace 18,200/ Helen Marie 29,000

TOTAL 146,500 lbs
 65,000 lbs
 11,000 lbs
 5,000 lbs
 6,000 lbs
 23,000 lbs
 33,000 lbs

November 27, 1992
Friday

Cod Large 1.05-1.20/ Markets 1.10-1.30 / Scrod .82-1.20
 Georges Flounder Lemonsole 1.50/ Large 1.50-1.80/ Small BB 1.50/ PW .80-1.00
 Channel Flounder Large 1.00-1.50/ Small BB .60-1.10/ PW .40-.60
 Sand Dabs .75-1.10
 Yellowtail 100-120 count 1.50 / 170-180 count 1.10

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No. 31

A Contribution of
ERE Associates Ltd.

by
Richard C. Hiscock

Stability Standards For Smaller Vessels Proposed

The Supplemental Notice of Proposed Rulemaking (SNPRM) published in the Federal Register on 27 October 1992, in addition to proposing specific regulations regarding termination of unsafe voyages - discussed in the last SAFETY NOTES, also proposes regulations regarding the stability of vessels less than 79 feet in length. These proposed regulations would apply to all vessels less than 79 feet in length (a) which had the keel laid or was a similar state of construction on or after 15 September 1991 or (b) which undergo a major conversion started on or after 15 September 1991. Currently vessels of 79 and more in length, which were constructed or undergo major conversion after 15 September 1991 are required to meet stability standards.

"Major conversion" means a conversion of a vessel that (1) substantially changes the dimensions or carrying capacity of the vessel; (2) changes the type of vessel; (3) Substantially prolongs the life of the vessel; or (4) otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant of the Coast Guard.

Two Groups Under 79 Feet

Vessels less than 79 feet subject to the proposed stability standards would be divided into two groups; (1) those greater than 50 feet in length but less than 79 feet; and (2) those 50 feet in length and under.

Vessels 50 Feet and Under

A vessel 50 feet in length or less would be excluded from the majority of the proposed stability standards, provided it;

1. Has stability instructions developed by a qualified individual,
2. Has a letter of attestation signed by the owner and the master (or individual in charge) of the vessel,
3. Complies with the alternative subdivision requirements proposed in the regulations.

The stability instructions must be developed for the vessel by a "qualified individual". The letter of attestation must set forth that the stability instructions are understood by both the owner and the master, and that the master is familiar with the stability instructions. The proposed alternative subdivision regulations would require watertight bulkheads around the engine room, the lazarette, the fish holds, and each other space with a non-watertight closure on the main deck.

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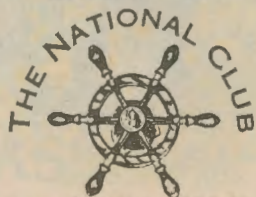
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Vessels 50 Feet To Less Than 79 Feet

A vessel of 50 feet in length but less than 79 feet would be required to meet all applicable stability requirements, except regulations specifically addressing water on deck" and "sever wind and roll". In addition these vessel may use the "alternate simplified stability test for small vessels" if the vessel has a downflooding angle of not less than 40 degrees when the vessel is at its deepest operating draft.

Summary

In short stability requirements for smaller commercial fishing vessels are coming. What shape they will take depends a lot on what comments the Coast Guard receives to the SNPRM.

Address your comments and concerns to; Executive Secretary, Marine Safety Council, Commandant U.S. Coast Guard (G-LRA-2/3406), 2100 Second

Street SW, Washington, D.C. 20593-0001. Refer to docket number; CGD-88- 079a. Comments on the proposed rules must be received on or before 28 December 1992. If you have not received a copy of the SNPRM contact the District Coordinator at the number below.

For Further Information

If you still have not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington, Mr. Bob Higgins, or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your

area: MSTC Tim White, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203-468-4400); or, LT(jg) Paul Arnett, M10 New York (212-668-7810).

Richard C. Hiscock, founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety, previously published SAFETY NOTES for FISHERMEN and was author and editor of the FISHERMAN'S DIGEST. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association, and serves on the Coast Guard's Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.



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Your rights under the law are not limited by your social or financial means. If anything was taken away, or denied you or your family, then you have every right to due compensation. The Law exists for everyone of us. Rich or poor. Young or old. The Law exists to protect.

If you feel that your rights have been trampled upon, call us. It will cost nothing to speak with us. There is no fee for our representation unless we are successful for you.

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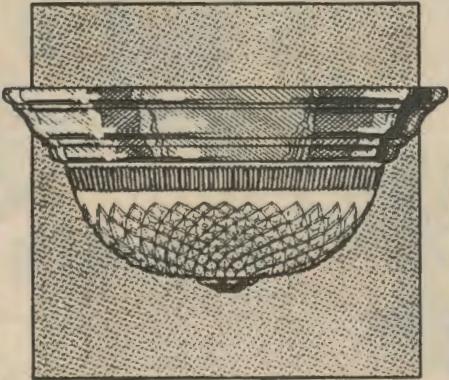
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Photo by John Ryan

The Project Manager of the New Bedford Hurricane Barrier, Robert Rousseau stands by the master switch board which controls the big swinging doors.

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NIKE ALL TERRAIN CLOTHING & FOOTWEAR TO LOOK GOOD AT IT
O'NEILL TO BRING OUT THE LATENT SURFER IN YOU & Y'ALL
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Regulated To Death...Or Life?

*Written By John K. Bullard, Director of Fisheries Representation,
New Bedford Seafood Co-Op*

A recent story in The Boston Sunday Globe highlighted the dangerous nature of the fishing industry. It quoted Lynn Taylor of the state's Bureau of Health Statistics, "Your chance of getting killed or suffering a traumatic death is certainly higher than the average for other industries." That may be news to other people, but it isn't news to fishermen. The memory of the loss of the men on the Atlantis is still fresh on our minds. Anyone who has gone to sea — anyone who has seen the names on the tablets in the Seamen's Bethel or heard the bell toll at the Fishermen's memorial service — doesn't need to be told of the sea's inherent dangers.

No matter what we do, fishing will always have its dangers. No matter what we do, some fishermen will be injured and some fishermen will, regrettably, be lost. However, there is simply no excuse for recklessness. Knowing the pain of a wife who loses her husband, a child who loses a father, a parent who loses a son, we must do everything we can to minimize the dangers by maximizing safety.

It is unfortunate that human nature is such that laws must mandate safety. No one likes to be regulated. The reason many choose a difficult life at sea is to avoid the regulated and constrained life on shore. We value our independence and defiantly proclaim, "Nobody's going to tell ME what to do!" Sometimes in our desire to be "macho" we forget the difference between bravery and recklessness.

There is a saying in aviation that goes, "There are old pilots and there are bold pilots but there are no old, bold pilots." Certainly we all admire the bravery of the test pilot who seeks to "expand the envelope." But that test pilot would never survive by being reckless. Before he flies he checks his equipment on the ground. He goes through a pre-flight checklist to make sure that he hasn't forgotten any of the steps that are routine but important enough not to forget. He knows that when he's flying there won't be time to check. He knows that in an emergency, his life will depend on his training and his equipment.

Contrast that with the stories we

hear on the waterfront. The Andrea Gail out of Gloucester was lost. Her EPIRB washed up on shore with the switch in the "Off" position. The EPIRB signal from the Coyote, a singled-handed yacht racer, was not acted on because the owner forgot to register it. We've all heard the excuses. "The EPIRB's in the pilothouse so it won't be stolen." The fact is that since it became common knowledge that you can't resell a stolen registered EPIRB, thefts have been reduced dramatically. "The EPIRB's turned off so I won't be fined." The fact is that if the EPIRB malfunctions, you won't be fined. If, through your negligence you cause a false alarm, you may be fined. The stories are similar regarding life rafts. We've all heard stories of boats leaving for the fishing grounds not only without proper safety equipment but also, through carelessness, without food, fuel or ice!

The simple truth is this: the EPIRB won't bring help if it's turned off. The immersion suit won't keep you warm if it's home. The life raft won't keep you afloat if it went down, chained to the boat. Despite all the

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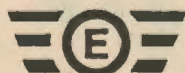
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excuses, there really isn't any reason for something like this to happen. And if it does happen, the consequence is a lost fisherman — and the tears on the cheeks of his family.

What Can Be Done

The New Bedford Seafood Co-Op has always been concerned with safety. That is why we help with the maintenance of EPIRBs and life rafts. That is why all our personnel are Coast Guard trained and certified. We are now preparing pocket sized "Pre-Sail Safety Checklists" to assist the Captain before departure. An hour spent checking while at the dock can save time and lives at sea. We think it's a bargain.

You can also request a Voluntary Dockside Safety Inspection. Call USCG Chief Warrant Officer Jim Price at 991-6812 for an appointment. Try to give him a couple of days notice. He will go over all the requirements with you. If he finds any violations, he won't cite you; he will tell you how to correct them and he'll return when you've done it. When you pass he'll place an inspection decal on your vessel — all at no charge! If you are boarded at sea, the decal will expedite the safety inspection, saving you valuable hours fishing.

You should know that if the Coast Guard finds a violation at sea, they can fine you or even terminate your trip and order you directly home. That's a significant amount of lost time and money — not to mention the aggravation. To avoid that you need only to spend a couple of hours at the dock with Jim Price. While this makes a lot of sense, only about 10% of the fleet have taken advantage of it so far.

The safety regulations are there to save lives. All it takes to be prepared is a little time at the dock. In an emergency, that little amount of time may save your life, and the lives of your shipmates.

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Congratulations to Karen Chadwick-Mello of Fairhaven for submitting this great recipe!

Haddock with Crabmeat Stuffing Casserole

1 Pkg Ritz Crackers Crushed
1/2 medium onion diced
2 cloves garlic minced
1/4 lb crabmeat diced fine
3/4 cup melted butter

2 T fresh Parmesean cheese
salt & pepper to taste
1 can cream of mushroom soup
parsley
1/4 cup grated cheese

Mix first 7 ingredients to form stuffing. Mix cream of mushroom soup with 1/2 can of milk and place half in the bottom of a casserole dish. Roll fish around in stuffing and place in dish. Pour the rest of the soup over fish. Sprinkle with parsley and grated cheese. Bake at 350 degrees for 25-30 minutes

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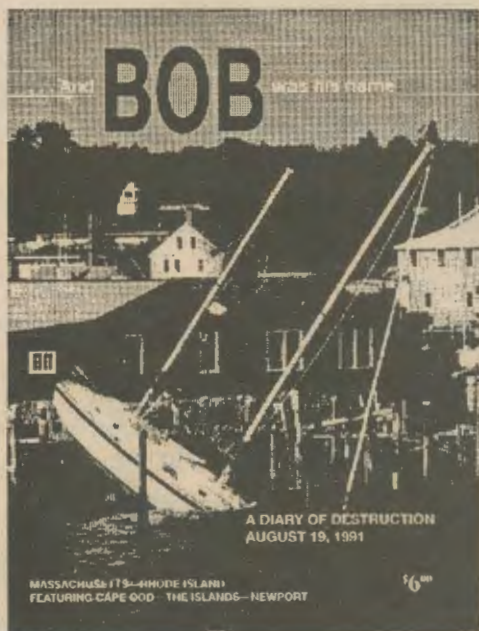
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"Reforços Na Rede"

By José Vinagre

Numa Conversa com alguns amigos, um deles com ar de chalaca disse que "As regras não foram feitas para se obedecerem mas sim para se quebrarem". Se bem que, nas noites de São Martinho se dizem muitas coisas que se não sentem, a verdade é que muita gente até gosta de brincar com coisas serias.

As regras são duma maneira em geral formadas para proteger os ordeiros dos desordeiros, que sem escrupulos e guiados por egoismos cegos, criam problemas ao seu semelhante.

Vem ao caso, o facto de que regulamentos de defesa ás pescas se encontram nos livros há muitos anos, contudo alguns pescadores têm encontrado maneiras dde "se passarem pelas malhas" com artimanhas que lhes fassam apanhar peixe, seja ele pequeno ou graudo.

Devido ao facto que o fundo do mar não é liso como os areais das praias, mas sim com rochas e penedos, os pescadores usam umas forras de protecção as suas redes, contudo há restrições sobre as suas aplicações de maneira a não contraírem as malhas da rede por onde o peixe miudo possa escapar-se.

Os regulamentos dizem que qualquer rede de reforço que seja usada no exterior da rede de arrasto, terá que ter uma malha superior ao dobro do tamanho da malha regulamentada, ou seja superior a 11 polegadas, no entanto aqueles senhores que gostam de brincar com os regulamentos, têm usado essas mesmas forras para contraírem as malhas da rede de pesca, tirando assim duplo partido dessa forra: protegendo a rede, e contraíndo as malhas para apanharem todo o tamanho de peixe, grande e miudo.

Ora o Conselho Regional das Pescas já descobriu o estratagema e faz questão em punir os violadores, pondo em vigor um novo regulamento a partir do dia 25 de Novembro de 1992 que rege proibir qualquer tipo de forra na parte superior da rede de arrasto que for usada dentro da zona regulamentada. A unica excepção será um cabo de diametro não superior a 3 polegadas para ajudar a elevar a rede no convés, desde momento que este cabo não contráia as malhas superiores da rede.

Não tarda muito que alguém invente maneira de fugir a mais um regulamento.

As emendas á proposta No. 5 do plano de protecção as pescas foram finalmente alinhavadas para apresentação as audiencias publicas que terão lugar nestas partes durante o mês de Janeiro de 1993. Mantenha-se informado sobre as datas e lugares de maneira a preparar as suas viagens de forma a poder estar presente e ficar devidamente informado sobre o plano que irá afectar as pescas em grande escala nos proximos 7 anos. "Linguas de Bacalhau" 29 de Novembro 1992 - continuado

Além do desaparecimento do Arrastão Atlantis, o marisqueiro do porto de Cape May em New Jersey, "Mae Doris" também desapareceu na mesma altura com 4 homens a bordo. No dia 30 de Outubro uma

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boia de resguardo que podia ser do Mae Doris, foi encontrada, subsequentemente nos dias 4 e 5 de Novembro, uma boia de salvação com o nome do barco, foi encontrada na costa da area dos estados de Virginia e Maryland, contudo até a data ainda não se encontraram vestígios de qualquer dos tripulantes.

O Mae Doris é o terceiro marisqueiro a desaparecer este ano no meio-Atlantico, e o segundo a desaparecer com toda a tripulação.

O facto de que não houve sinal de emergencia imitado por satellite em ambos os casos, levanta certas questões a Guarda Costeira e aos pescadores. Os

oficiais da Guarda Costeira avisam que os pescadores que montam os aparelhos de emergência dentro da casa do léme, não têm tempo suficiente de os activar em caso de emergência. Uma montagem ferrugenta, também pode evitar a acção livre de flutuação do aparelho. Os satellites só poderão captar a transmissão dos aparelhos quando estes estiverem em posição invertida ou a flutuar. Finalmente, a melhor precaução é ver se o parêlho está devidamente montado.

No fim de Outubro do ano passado, um barco com uma tripulação de 6 homens do porto de Gloucester foi perdido durante

um temporal. O aparelho de emergência (406 EPIRB) foi encontrado, contudo desligado, evitando assim que a posição de emergencia fosse devidamente transmitida.

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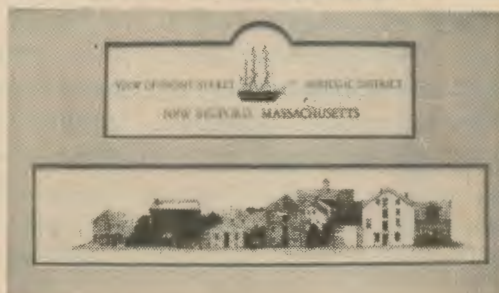
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